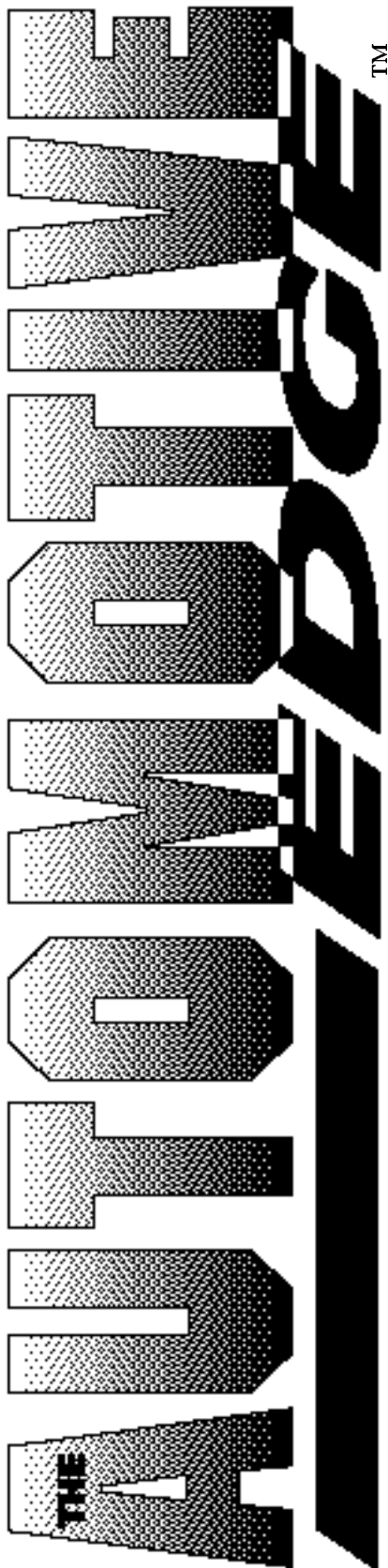




**Issue
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2006 Mazda 6

The Mazda 6 was introduced in 2003 replaced the 626 model. This model has been a huge success for Mazda, being the first Mazda model to sell over 1 million units worldwide.

The Mazda 6 is sold in the U.S. as a 4-door sedan and a 5-door wagon. Transponder immobilizer system is standard on all models and programming of the keys can be done with the T-Code, CodeSeeker and M.V.P. These cars use the Mazda Coded programming procedure which requires an "Incode/Outcode" from the Mazda dealer or the Advanced Diagnostics website.



1. The 2006 Mazda 6 sedan has a driver's side door lock, trunk lock, glove box lock and ignition. The car uses the Mazda 10100-12283 code series and uses X201/MZ19 as a work key. Engine immobilizer is standard on all models.

Trunk Lock Removal and Disassembly

2. The easiest lock to remove is the trunk lock. It contains 9 tumblers in positions 3-11. The eleventh tumbler is just for the valet function and is not used to generate a working key.



Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com
Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com
Product & Technology Sales,
Transponder Information Resources

3. The car has an inside trunk release so the trunk can be opened without a working key.



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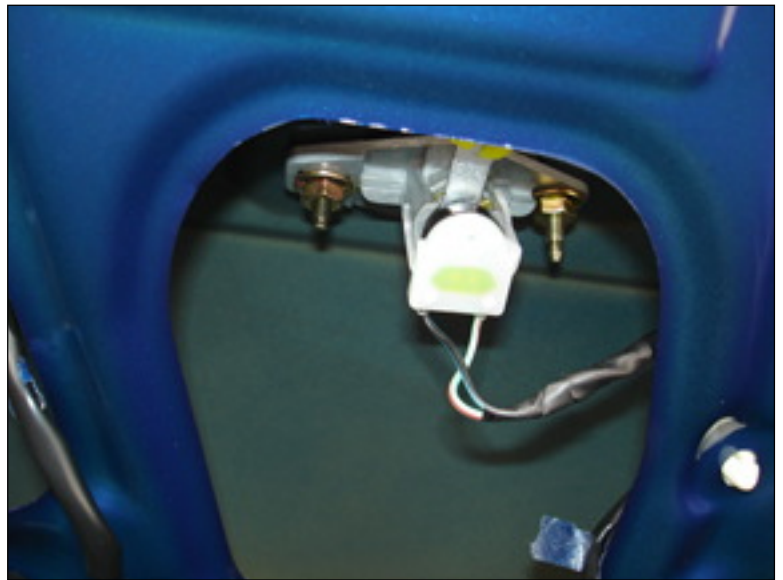
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Manufacturers: Interested in
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4. Once the trunk is opened, remove the plastic fasteners that hold the inside trunk panel on.

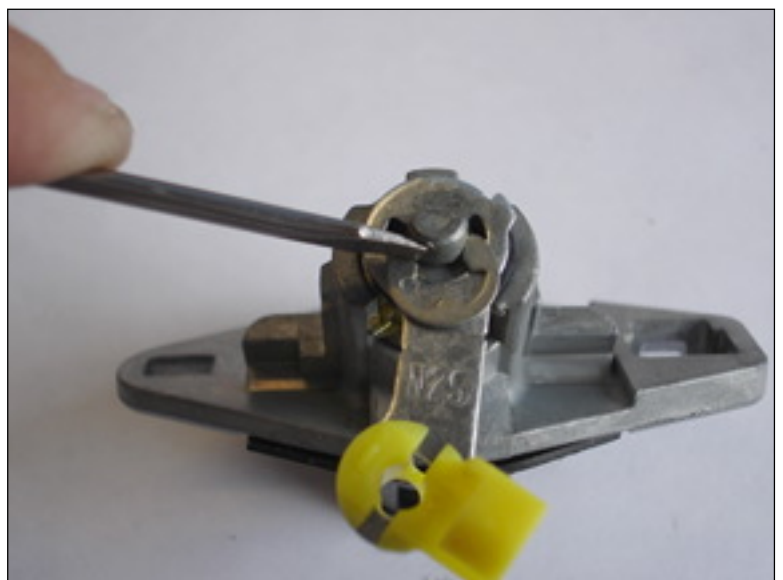
5. With the trunk panel removed there is easy access to the trunk lock.



6. Remove the alarm micro-switch and the two 10mm bolts and the lock comes out easily.



7. The lock is easily disassembled by removing the tailpiece.



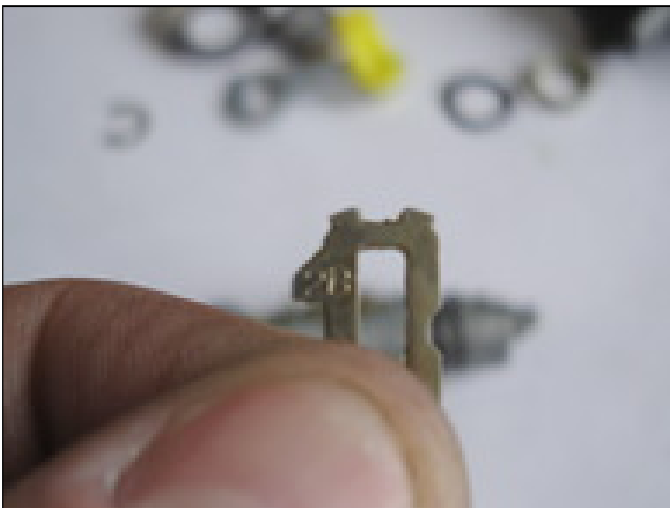


8. Next remove the face-cap.

9. The cylinder can now be removed.



10. The trunk lock contains combination tumblers in positions 3-10 and the wafers are stamped. The first digit indicates the depth.



11. The trunk lock disassembled.



12. The glove box lock is easy to remove, but contains only one wafer and is not very useful towards generating a first key.



13. Begin by removing the three Phillips head screws that hold in the lock.

14. Once the lock is removed it is easy to depress the retainer wafer that holds in the cylinder.



15. The cylinder slides out the front of the lock, but only contains one tumbler, position 10.



16. The door lock tailpiece is stamped with a key code. Unfortunately this is the hardest lock to remove, so I would not remove it unless I had to.



17. Begin by removing the Phillips screw that holds the trim bezel around the inside handle.



18. Now release the trim bezel.

19. Now remove the Phillips at the bottom of the handle-pull.



20. Now remove the panel by pulling outward.

21. With the panel off the door, you will need to disconnect the plugs that go to the master switch on the driver's door.





22. The panel removed.

23. There is a thick rubber sound-proofing that is glued to the door. Cut a hole in the pentagon-shaped indentation in the sound-proofing to get access to the door lock. This is not the proper way to access the door lock. The thick rubber sound-proofing should be removed as a whole and afterward re-installed. However, at auto auctions where time is crucial and money is tight, shortcuts are made for practical reasons.



24. With the sound proofing cut away, the door lock is clearly visible. Note the key code 11278 stamped on the tail-piece and this is the driver's door lock!

25. Disconnect the linkage and remove the 10mm bolt and the lock can now be removed.



26. The lock is easily disassembled. Start by removing the tailpiece.

27. Remove the face-cap.





28. The cylinder comes out the front of the lock and contains tumbler positions 3-10.

29. The wafers are clearly stamped. The first digit is the actual depth.



30. The door lock disassembled.

31. The ignition lock uses an active-retainer. It is fairly easy to remove and disassemble if you have a key to turn it to the "Accessory" position. If not, pick it to turn.



32. To remove the ignition you must pull the plastic shroud apart to get access to the retainer. Begin by removing the plastic cover over the Phillips screw near the tilt lever, then remove the screw.

33. Next remove the other Phillips screw that holds the shroud to the column.

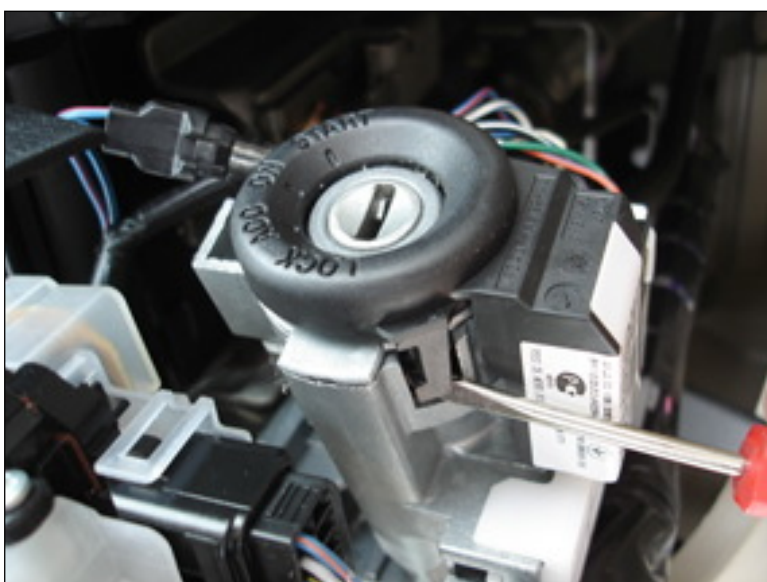




34. Now carefully pry apart the shroud.

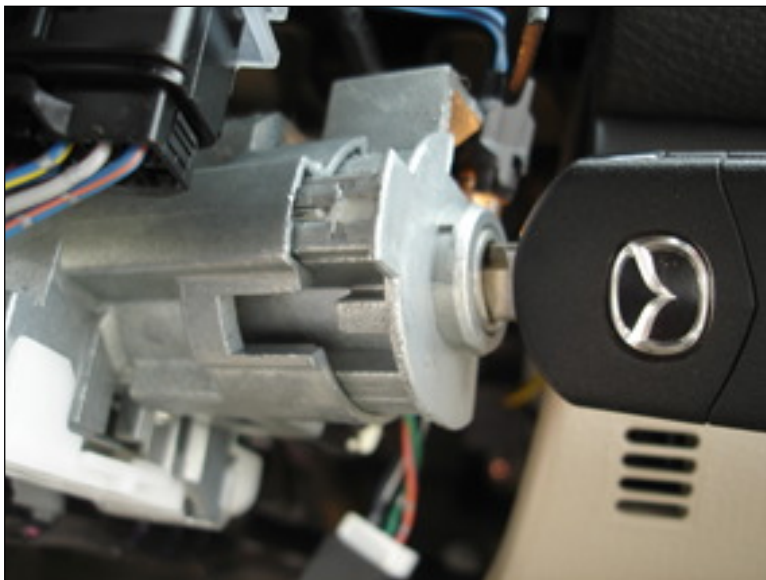


35. Now rotate the antenna ring counter-clockwise to remove it from the housing.



36. You will need a screwdriver or metal probe to assist you in this maneuver.

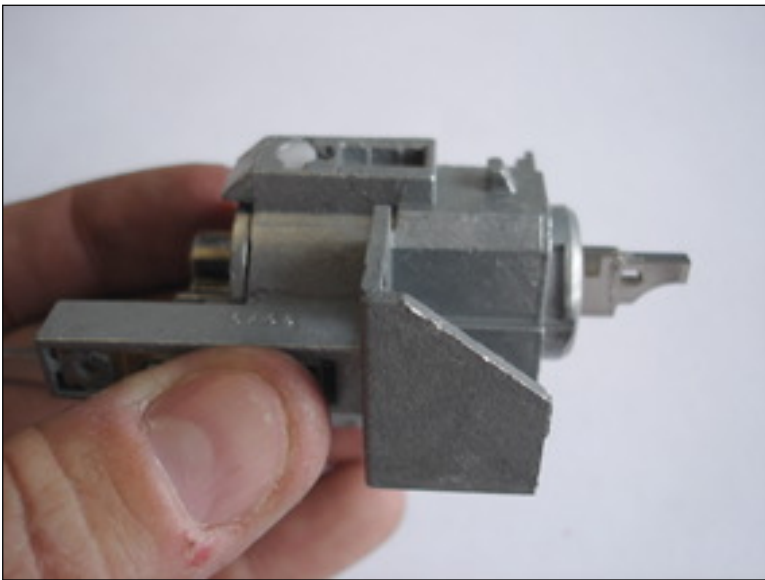
**37. Now insert the key and turn it to the Accessory position.
The retainer can now be depressed.**



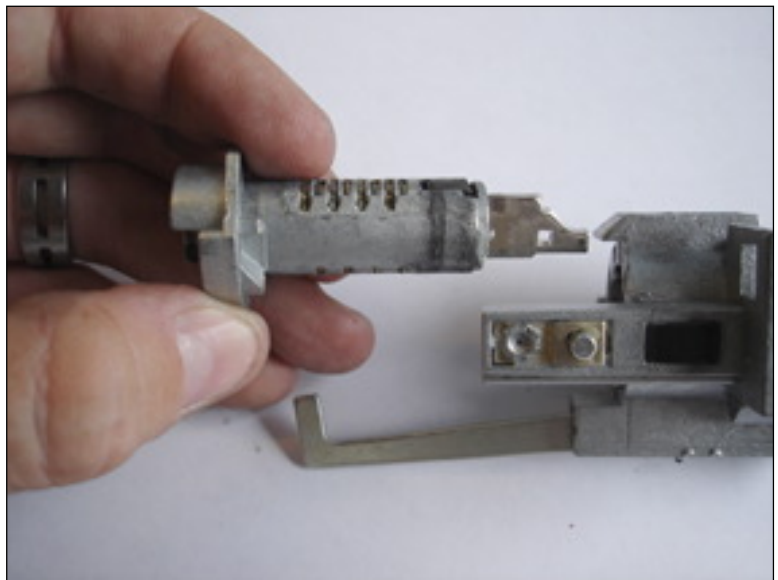
38. The cylinder can now be removed.

**39. The plug comes out the back of the cylinder.
To get it out you can cut a key off at the shoulder,
or you can remove the blade from the factory
switchblade key. To remove the blade from the
switchblade key, push the pin through
to release the blade.**

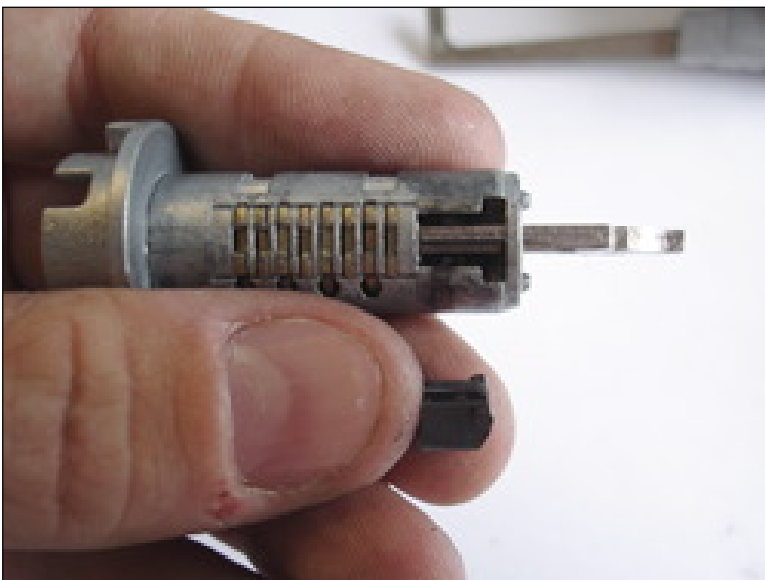




40. Insert the headless key into the cylinder.



41. The plug comes out the back.



42. The lock contains tumbler positions 1-8.

43. The tumblers are clearly stamped.



MAZDA - Space & Depth Charts

E CODE SERIES: 10100-12283 (Mazda 10 - Cut)											
Bow		SPACING								Tip	
1	2	3	4	5	6	7	8	9	10	Cut to Cut: .083	
.098	.180	.263	.345	.428	.511	.593	.676	.758	.841		
Key Blanks: JET / ILCO: X222, X188, X200, X201, H65, MZ17, MZ19, MZ22, MZ27											
Reed Codes:		10-02-090		HPC 1200 CM		XF68, CF68					
Curtis Clipper:		Cam: MZ-5	Carriage: MZ-5A	ITL MFG:		297					
Pak-A-Punch:		PAK-F6		M.A.C.S.:		3					
NOTES:											

DEPTHS

1 = .315

2 = .299

3 = .284

4 = .268

5 = .252



MZ27

DEPTHS
1 = .315
2 = .299
3 = .284
4 = .268
5 = .252



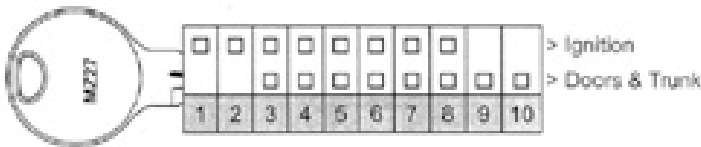
MAZDA - Make A Key

Key Grid	2	MAKE A KEY FOR:	CODE SERIES: 10 - Cut (Mazda Type) 10100-12283
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Short Cuts	CODES	A) Code should be stamped on passenger door lock.
		B) No transponder on these models.
	1 Key	C) When this vehicle left the factory it used 1 key for all the locks.

Method #1 Remove passenger door cylinder and read code stamped on door cylinder and make master key. If the code is no good or the car has been re-coded, disassemble door cylinder to decode wafers, then Impression final cuts.

Method #2 Impression locks. Tumblers can break easily—be careful.



CODE SERIES: 10-Cut (Mazda Type) 10100-12283 - PROGRESSION CHART

To progression the remaining cuts for the ignition in positions 1 & 2, determine what the depth is in position number 3 which is found in the door and trunk locks, and then use the chart below. Use the column that matches the depth for the tumbler in position number 3.

#1 DEPTH			#2 DEPTH				#3 DEPTH				#4 DEPTH			#5 DEPTH		
TRY 1	TRY 2	TRY 3	TRY 1	TRY 2	TRY 3	TRY 4	TRY 1	TRY 2	TRY 3	TRY 4	TRY 1	TRY 2	TRY 3	TRY 1	TRY 2	TRY 3
12	22	32	12	22	32	42	12	22	32	42	22	32	42	32	42	53
13	24		13	24	43		13	24	35		23	33	44	33	43	
23	34		23	34			23	34			24	43		34	44	
33	35		33	44			33	44			34	53		35	54	
			35	45			43	45			35	54		45		
							53	55			45			55		
							54				55					

